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19th February, 1952.

HELSINGFORS

2885, 97, 2910, 11, 22 As recommended.

2856, 2862 "EDNA" The contents of your reports are noted in conjunction with your letter of the 6th instant. In the circumstances the vessel will become eligible for the record BS 10,51 when the port boiler has been repaired, and the vessel's class has been made subject to port boiler plain tubes being renewed by 4,52 and port boiler port combustion chamber back plate being re-examined before the end of 4,52 and permanently repaired at the first opportunity and before completion of the Special Survey. Thus you will be afforded the opportunity of deciding, when the combustion chamber back plate is re-examined, whether the working pressure of the boiler should be reduced until permanent repairs have been carried out. In the event of the re-examination being carried out elsewhere, the matter will be considered by this Office.

2862 "ASKO" As recommended. I shall be glad if you will kindly advise me of the reason for the collapse of the tunnel in way of hatchway No.3 and state if the corrosion in the shell plate (s.s.) was local.

"EQUATOR" The contents of your letter of the 4th instant are noted. In the circumstances the vessel's class has now been made subject

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to oil fuel burning installation and steam smothering apparatus being examined under working conditions at the first opportunity.

"LEDA" Before your Report No.2914 receives the consideration of the Committee, I shall be glad if you will state whether the main boiler safety valves were adjusted to complete the Boiler Survey which was commenced at your port in August last, as per your Reports Nos.2745 and 2760.

"VEGA" I shall be glad to receive a reply to the enquiry contained in my Classing Letter of the 19th December, upon which a reminder was forwarded to you on the 15th ultimo.



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